

GETTYSBURG, JULY 11.

About 10 o'clock, the "Gettysburg Guards," under the command of Lieut. Clarkson, paraded, and, after some evolutions, marched to a beautiful spot on the farm of T. C. Miller, Esq., accompanied by a large number of citizens.—*Alexander Russell, Esq.* was appointed President, and *William Miller* and *Samuel S. King, Esqs.* Vice-Presidents. The Declaration of Independence, after a few prefatory remarks, was read by *Col. Wm N. Irvine.*—The company then sat down to a plentiful dinner prepared for the occasion; after which, they drank the following

TOASTS

- The following Preamble and Resolutions were passed at the Manufacturers' Convention, in Harrisburg, on the 27th ultimo. The Address has not yet appeared. The Convention, which is to meet on the 30th inst. at the same place, will be much fuller than was anticipated. Nearly all the Eastern and Middle States will be represented.

pay for foreign labor. And whereas, we are satisfied, that the constitution of the United States was adopted, for the general interest of all parties to the compact, and it could therefore never have been intended that the protection by high duties, amounting from 50 to 100 per cent should be given to sugar and tobacco, and 25 to 75 per cent of cotton, for the exclusive benefit of any portion of the Union, and protect all of the same kind be denied to the farmers and manufacturers of the other portions: *And whereas* this convention is convinced, that the necessary protection to the industries of the United States, is entirely self-sufficiency to produce and, will ensure a high degree of public prosperity to the Republic. *And whereas* the system now pursued, of allowing our country to be overstocked with the produce of foreign nations, which can be in sufficient quantities, as wool and all things made by our own country, which would be otherwise our trade would be paralyzed through our increased cost of the country. Therefore

Resolved, That it is expedient to hold a general convention, consisting of delegates from those states, who concur in the views herein expressed, for the purposes premised in the preamble to these resolutions, and that the states interested, be recommended forthwith to appoint delegates to meet in this place, on the 30th of July next, to adopt such measures as to them shall seem calculated to procure due protection to the industry of the nation.

Resolved, That a central committee of seven members, be appointed, to correspond with any other committee or suitable persons, for the purpose of obtaining statistical or other information calculated to prove the necessity and advantages of the system recommended in these resolutions; and that a committee of five persons from each county, be appointed for the purpose of collecting information and to cause the same to be transmitted to the central committee, as soon as obtained — And that they shall communicate to the general convention, such information as the committee may have acquired at the period of its session, with leave to publish such part as they may deem expedient, and that the committee be requested to continue their labors until materials may be procured for general statistical tables of the state.

From Niles' Register.

"We have most confidently believed that, ever since we were present in Washington at the last session, and witnessed the proceedings on the Woburn Bill. We formed then the opinion, from much personal observation, and some knowledge of conversation on the occasion, that the principle of the Bill was to be, at least, resorted to for political purposes. And we should have a love to that of non-interference with the conduct of the Government."

FROM SMYRNA.

While the Turks are making the most efforts to send a large force into the Macedonian campaign, it is evident they are weak. Even you, I should think, are very anxious to see our forces engaged with the Turks in Europe.

While Purvis has listened to the interference of any foreign powers. He says the Greeks are their superiors, they will grant them no terms whatever, as we have their complete submission. The Greeks therefore have no choice — they will be destroyed either way, unless some effort is made this campaign to wipe the name of Cobdham and Gen. Churchill give some kind of probability.

immediately punished with death.—Such is the strict police, that I was examined, not only at every coffee house on the road, but in getting into Constantinople underwent three different examinations, and my servant was even more strictly examined. We saw, at the arsenal, three 100 gun ships, (3 deckers,) six 74's, and about 12 frigates, besides 20 corvettes. The remainder of the Turkish fleet was lying at the Dardanelles—9 corvettes and 2 frigates were fitting out to join them.

“Lord Cochrane, it is said, is fitting out the Greek fleet for some secret expedition; some think it may be for an attempt on Mytilene. He was received in every part of Greece with great enthusiasm, and his movements will be viewed with great interest.”

“Lord Cochrane, who arrived in Greece with a brig, a large schooner, and about 700,000 francs, which were remitted him by the French Philhellènes, declared to the assembly at Egina, that he was come to assist the Greeks in recovering their liberty, and that he desired to be appointed High Admiral of their fleet. The Hydrunts did not at first seem inclined to obey a foreigner; but Lord C. having declared that he could not serve except on this condition, and that otherwise he should withdraw, they consented, and his Lordship having been unanimously appointed High Admiral, had a squadron equipped composed of his two vessels, the American frigate Hellas, the Perseverance, (steam boat) and four chosen Hydriot ships, in all eight sail.

pedition. It is thought the Admiral

will go to Negropont and Seitouni, or towards the Mediterranean. It is said that the Porte is much alarmed at the arrival of Lord Cochrane, and that it uses every exertion that its fleet may put to sea as soon as possible, under the command of a certain Soleiman of Alexandria, who is resolved to measure his strength with the English Admiral. Eight men of war, two frigates, four corvettes, and two brigs, have already sailed from the Dardanelles. They will be followed by thirty six other men of war and many transports."

~~LORD COCHRANE'S PROCLA.~~

MALION.

"Greeks—Your most dangerous enemy, discord, is overcome; what remains to perform is now rendered easy. The people on every side rush to arms—the fate of the Acropolis is no longer doubtful—the besiegers in their turn are besieged—the transport of provisions is intercepted—the passes are guarded, and retreat has become impossible. The liberty of the classic soil of Athens is ensured—once more will its arts flourish there."

'Oh Greeks! having attained this object, lay not aside your arms so long as the ferocious Mussulman treads the sacred land of your fathers. Let a noble emulation for glory animate your young scamen and the heroes of the Continent—let them hasten in a mass to take their stations in the national fleet. Then, if independence and the possession of all your rights are sufficient to enable you to stop the passage of the Hellespont, and carry the war into the states of the enemy, the haughty Sultan—the sanguinary destroyer of your countrymen—will become the victim of his own subjects. The Mahomedan power will destroy itself!—the banner of the Cross will again float on the walls of St Sophia—Greece will again have laws—her cities will rise once more from their ruins—and her future glory will equal that of ages past.' Do I think now, oh Greeks, that our country will be free, unless each of you hastens to her assistance and defence?

I am on board the Heros The
 1st. Annual, Commander of the ma
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 signed) COCHRANE.

THE MINOR'S STORY

7. Let us now consider the case of a vehicle with a single engine. The vehicle is assumed to be in a steady state, and the engine is assumed to be operating at a constant power. The vehicle is assumed to be in a steady state, and the engine is assumed to be operating at a constant power. The vehicle is assumed to be in a steady state, and the engine is assumed to be operating at a constant power.

were filled with a dense smoke, having a strong smell of sulphur. From the deck the word was quickly passed that the ship had been struck with lightning and was on fire. The consternation which for some minutes prevailed may be more easily imagined than described. Every one ran on deck with a full impression that the ship was in a blaze. It had been broad day, but so dark, so dense, and so close upon us were the clouds, as to produce almost the obscurity of night. There was just sufficient light to give a bold relief to every object in the appalling scene.—The rain poured down in torrents, mingled with hailstones as large as filberts, which lay upon the deck fully an inch thick. Overhead blazed the lightning on all sides, accompanied by reports almost simultaneously, thus evincing its nearness. The sea ran mountain high, and the ship was tossed from one sea to another with incredible rapidity. One appearance was peculiarly remarkable. The temperature of the water was at 74 deg. of Fahrenheit, while that of the atmosphere was down to 58. This produced a copious evaporation, and caused immense clouds of vapour to rise, which ascending in columns all around us, exhibited the appearance of innumerable pillars supporting a massive canopy of clouds. These phenomena are extremely unusual, no person on board ever having witnessed any thing like it before. In all directions might be seen water spouts, which rising fearfully to the clouds, seemed actually to present to the eye a combination of all the elements for the destruction of every thing on the face of the deep. Altogether the scene was one of awful sublimity which baffles description.

Amid this scene of impending ruin, when all nature was in the utmost confusion—when nautical science and experience can avail nothing—while an irresistible element was playing about us, and the ship seemed on the very verge of fate; when, in short, dismay & despair were reflected from every other countenance—nothing could exceed the calm tranquility of Capt. Bennet—nothing could excel the firmness with which every order was given, for examining the ship, in prospect of meeting fire below deck; nothing could equal the manner in which every one was encouraged with the hope of security, even beyond what in reason could be expected:—thus I but echo the sentiments of all on board

"But I hasten to my narrative. Some parts of the ship and spars were for a moment on fire, but were quickly extinguished by the rain. The ship was then thoroughly examined to ascertain whether the electric fluid had penetrated among the combustible parts of the cargo below the lower deck. — This investigation disclosed the following facts: — The lightning, having struck the main royal mast head, and descending thence, penetrated the deck into one of the store rooms, the bulkheads and fittings of which are completely demolished. Then separating, one part was conducted by a leaden tube to the sides of the ship through which it passed out between wind and water, starting the ends of five main planks. Another portion from the store room passing into the ladies' cabin, shivered to atoms the plate of a large mirror, leaving the frame unharmed. From the looking glass to the piano for me was an easy transition, I touched the instrument with no delicate impulse, dismounting it, and leaving it out of tune. Thence I passed

through the whole length of the after-cabin and out at the stern windows. Fortunately we were all in our bunks at the moment. Upon these facts I would venture briefly to remark, that the machine was found by five or six hoops, say from two to three on a side, and nearly as many on each end. These animals, the fish, were hanging themselves inside by their deep powerful fins, so as to make a sort of insulating curtain, and were not so much as to be seen. They were not

ces are, that it would have been fatal to many of us.

"The operation of the second shock was very different from the former and is more deserving of attention, as furnishing a new instance in proof of the efficacy of lightning rods, as a protection at sea. We had a chain conductor on board; but it not being the season to expect much lightning, and the first shock coming on quite suddenly, it was not up at the time. The morning squall was over; it continued, however, to blow fresh all the day, and about noon, heavy clouds began to gather in on every side, rolling their volumes apparently among the rigging. We had reason to expect more lightning; the conductor was prepared, and Captain Bennet ordered it to be raised to the main royal mast head. It consisted of an iron chain, having links one fourth of an inch thick, and two feet long, turned in hooks at each end, and connected by rings of the same thickness, and of one inch annular diameter. This chain was fastened to a rod of iron, half an inch thick and four feet in length, with a point well polished and tapered, in order to receive the fluid with facility; it was secured to the main royal mast, the rod extending two feet above the mast head, and thence it was brought down over the quarter; and repelled by an oar, protruding, say ten feet from the ship's side, and sinking a few feet below the surface of the water.

"Dr. Franklin was of opinion that a rod of this size would sustain without injury the severest shock of lightning. I have been thus minute in stating the dimensions of the chain, for the double purpose of conveying some idea of the force of this shock, and of impressing the necessity of providing larger conductors. The chain, however, in this instance performed its office, and it was up in happy time to avert a blow that, in the opinion of all on board, must have sent this staunch vessel in an instant to the bottom.

"Soon after 1; P. M. we saw lighting; a little before 2 observed a very smart flash; looking at my watch which marks seconds, I counted four, when the report followed; I felt no alarm, however, having frequently known it to approach nearer without any injury. At 2 o'clock we were astonished by another shock like that in the morning; the flash and the sound simultaneous. I happened to be in the cabin with another passenger; a ball of fire seemed to dart down before us; at the same moment the glass in the round house came rattling down below. Those on deck agreed that the whole ship appeared to be in a blaze, from the vividness of the principal flash, which they distinctly saw darting down the conductor, and agitating the water. All parts of the ship, as before, were filled with smoke, smelling with sulphur.

"The ship was again thoroughly examined. The conductor had been rent to pieces by the discharge and scattered to the winds, small fragments of it were found on deck. In saving the ship it had literally yielded itself to the fury of the blast. The pointed rod was found to be fused and shortened several inches and covered over with a dark coat. Some of the links had been snapped off and others melted. The whole operation was singularly striking, and affords another of those rare cases where the conductor yielded to the violence of the shock, while it perfectly averted the bolt from the object it was designed to protect."

This was a property of the rod, of which Franklin was satisfied very early after the application of a theory that has disarmed the lightning of Heaven. One of the earliest teachers who told under his portrait believe occurred in one of the Dutch churches in N York — a clock set with the clock of a vessel, the technician had made, but the clock's mechanism had

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